

# The Sydney Morning Herald.

No. 15,705.

SYDNEY, TUESDAY, JULY 24, 1888.

14 PAGES.

PRICE 2d.

**Births.**  
BROS.—July 18, at No. 10, Gloucester-street, Argyle-place, Sydney, the wife of Charles A. Bros., of a son.  
GUNN.—June 29, 1888, at her residence, Brougham-street, Lyndhurst, the wife of J. C. Gunn, of a son.  
HARDIE.—July 8th, at 1, Viceroy-terrace, Hindmarsh-road, Erskineville, the wife of J. T. Hardie, of a daughter.  
FEAR.—July 17, at Greenwiche, the wife of Sweeney F. Ives, of a daughter.  
LOUER.—July 5, at her residence, Hillside, Petersham, Mrs. T. J. Louer, of a son.  
MATCHETT.—July 21, at Globe-street, Paddington, the wife of Mr. G. Matchett, of a son.  
ROKE.—July 12, 1888, at La Vista, St. Leonards, the wife of Dr. Charles Roke, of a son.  
WABURTON.—July 16, at her residence, Birrview, Illawarra, road, Marrickville, the wife of George E. Waburton, of a son.

**MARRIAGES.**

GRANT.—AUGUST.—May 30, at the Sacred Heart Church, by the Rev. W. F. Macdonald, John M. Grant, of Wick, Scotland, to Julia, second daughter of the late D. A. Grant, of Cork, Ireland.  
WHITE—BAUDEN.—July 17, at Christ Church Cathedral, the Venetian Archdeacon Greenway, Deasctic, eldest son of the late George White, of Gladstone, Queensland, to Jane Anne, second daughter of Thomas Bawden, of Grafton, with whom he resided.  
WITHERS—REGINA.—July 17, at the residence of the Rev. Mr. Arthur J. Withers, County Cavan, Ireland, to Susan, second daughter of Alderman J. Higgins of Botany, and late of County Cavan, Ireland.

**Deaths.**

LE FOREST.—May 28, 1888, Charles Camille Le Forest, Consul, the Legion of Honour, at Tangier, Morocco.  
MILLER.—July 15, at his residence, Julian-vale, Eastwood, Alexander Miller, aged 70, of Millers Field, of this city.  
WHITE—BAUDEN.—July 17, at Christ Church Cathedral, the Venetian Archdeacon Greenway, Deasctic, eldest son of the late George White, of Gladstone, Queensland, to Jane Anne, second daughter of Thomas Bawden, of Grafton, with whom he resided.  
WITHERS—REGINA.—July 17, at the residence of the Rev. Mr. Arthur J. Withers, County Cavan, Ireland, to Susan, second daughter of Alderman J. Higgins of Botany, and late of County Cavan, Ireland.

**Shipping.**

**ORIENT LINE OF ROYAL MAIL STEAMERS.**

The following Royal Mail Steamships belonging to the ORIENT and PACIFIC COMPANIES will leave Sydney at 1 p.m. on the dates indicated for FOWLER'S LONDON, via Melbourne, Aden, Colombo, Malacca, and the Suez Canal, sailing at Naples and Alexandria; and return:

**DAHLIA.**

HOUSETON.—July 20, at her residence, Chatsworth, Petersham, Mrs. H. Houseton, wife of Mr. Houseton, of this city.

ROBERT.—July 21, at her residence, All Roads, Paddington, Liverpool, England, and brother of Maria Field, of this city.

PERCEVAL.—May 21, at 64, Ecclesfield-square, London, R.W., Mrs. Dudley Perceval, widow of the late General Sir George Perceval.

ROTHERY.—July 20, at Clapham, Fanny Ossana, the wife of William Montagu Rothery, in her 71st year.

WALLER.—July 21, at her residence, 270, Victoria-street, Darlinghurst, Matilda Waller, aged 36 years.

**Shipping.**

**FLICK AND BETZ, Limited, Agents.**

**D E L A G O A B A Y.**

The Shortest and Cheapest Route for Goods and Passengers from the Coast to the TRANSVAAL GOLDFIELDS is via DELAGOA BAY.

The Lourenco Marques and Transvaal Railway is now open for traffic, and connects with the roads to Beira, Mozambique, and Rhodesia, and with the Cape Town, Port Elizabeth, Pietermaritzburg, and Johannesburg. Arrangements are being made for through communication to all Transvaal centres. Frequent and regular coaches run between Beira and Delagoa Bay, and all South African ports and Delagoa Bay.

The LOURENCO MARQUES and TRANSVAAL RAILWAY COMPANY, 28, St. Stephen's Lane, London, England, agents for the Goldfields, have issued a circular for the benefit of friends and relatives by the prepayment of passage Money hereat the following reduced rates:

**EXCURSION RETURN TICKETS AT REDUCED RATES.**

ENTRIES AT THIRD CLASS AND RETURN TICKETS FOR FOWLER'S LONDON, via Durban, Cape Town, and the Suez Canal, sailing at Naples and Alexandria; and return:

**DAHLIA.**

W. M. HOWARD SMITH AND SONS (Limited) Line of Magnificent Fast Steel Steamships.

**SPECIAL REDUCED RATES TO QUEENSLAND PORTS.**

ENTRIES AT once for Company's Wharf, Circular Quay. The ship will not be responsible for damage to or loss of cargo after it has been loaded on board the steamer's risk and expense. Bills of lading must be produced, freight paid, and delivery orders obtained from the underwriters before goods will be delivered.

MANAGERS: F. GREEN and CO., and ANDERSON, ANDERSON & CO., 10, Newgate-street, London, E.C.

**GENERAL MANAGER IN AUSTRALIA.**

G. E. VULLI, General Manager in Australia.

**DIRECT SERVICE TO ENGLAND.**

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

The Company's Main Steamships (under contract with the British Government) will be despatched from their Wharf, Circular Quay, as under, for ADEN, calling at Melbourne, Aden, Albany, Colombo, Aden, Brindisi, Malta, Gibraltar, and Plymouth.

**SEKVIK.**

Passenger-money can be paid here for passages from England.

Passenger-money can be paid here for passages to India, China, and Japan.

For full information apply at the Company's Office, 217, George-street.

**J. WILKINSON, Agent.**

R. M. S. A. R. C. A. D. I. A. ENGLAND BY P. & O. ROYAL MAIL STEAMER ARCADIA.

The Company's one steamer ARCADIA 6000 tons, will leave Liverpool, Aug. 18, 1888, for Plymouth, Aug. 20, 1888, via Bristol, Colonia, Malta, and Gibraltar. She is fitted with all the latest improvements, and has unpassed accommodations for First and Second Class passengers.

**RETURN TICKETS, £24 to £15.**

Apply as above.

**UNION STEAM SHIP COMPANY OF NEW ZEALAND, Limited.**

**SAN FRANCISCO ROYAL MAIL SERVICE.**

OVERLAND ROUTE TO ENGLAND, VIA SAN FRANCISCO AND NEW YORK, CALLING AT AUCKLAND AND HONOLULU.

Avoiding alike the heat of the Red Sea and cold of Cape Horn.

Under Contract with the Postmaster-General of New South Wales and New Zealand, the terms of this line are as follows:

**SEVEN WEEKS' SAILING.**

Arrive at San Francisco, Aug. 1, 1888, and leave San Francisco, Aug. 20, 1888, for New York, Aug. 27, 1888.

**Each steamer carries a duly qualified crew.**

The steamers are fitted with electric light, and a plentiful supply of coal, and every provision, ensuring a comfortable passage.

Passengers are booked to San Francisco or through to Europe.

Passenger-money can be paid here for passages to India, China, and Japan.

For full information apply at the Company's Office, 217, George-street.

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**RETURN TICKETS, £24 to £15.**

Apply as above.

**UNION STEAM SHIP COMPANY OF NEW ZEALAND, Limited.**

**REGULAR COMMUNICATION TO ALL NEW ZEALAND PORTS.**

FROM SYDNEY: WEDNESDAY, July 27, at 4 p.m., via Wollongong, Lyttleton, and Dunedin, transhipping to Auckland, Thursday, Aug. 2, for Auckland, Wellington, Lyttleton, Chalmers, Hutt, and Melbourne. Passengers and cargo for Russell are transhipped at Auckland.

**FROM MELBOURNE:**

WEDNESDAY, July 27, at 4 p.m., via Hobart and Bluff.

Tourist Handbooks and Pocket Guides, for information and rates of fares, may be had on application at Company's Office, New Zealand Wharf, Circular Quay, Sydney.

**FRED W. JACKSON, Manager.**

STEAM TO HONGKONG.

**THE FINE SEASIDE.**

The fine sea steamer CATTERTHURM, 2100 tons, will leave Liverpool, July 27, at 3 p.m., for Hongkong.

**J. W. R. JACKSON, Manager.**

Passenger-money can be paid here for passages to Hongkong.

To be followed by the

ARLIE (a), via Catteshead and Port Darwin, on Friday, 27th July.

**RAILWAY PASSENGERS booked through to ALL PORTS in CHINA, HONGKONG, and LIVERPOOL, London, and York.**

**Agents apply to**

**GIBBS, BRIGHT, and CO.,** 10, Pitt-street, Managing Agents.

**NOTICE TO SHIPPERS BY I. S. N. CO'S STEAMERS.**

Shippers are respectfully informed that in consequence of great delay in loading, NO CARGO will be received within ONE hour of sailing.

For full particulars apply to

**I. S. N. COMPANY.**

**COMPAGNIE DES MESSAGERIES ARBITRISES.**

DIRECT STEAM COMMUNIQUE, FRENCH, LONDON, OVERBOOKING PASSENGERS THROUGH LAND, via MARSALA.

Passengers under postal contract. Number of 4000 tons and 2000 effective h.p., built expressly as follows:

**Caledonian line, which will be**

Leave Sydney at 10 a.m. Local noon.

**Leaves Sydney at 10 a.m. Local noon.**

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## Amusements.

**H**ER MAJESTY'S THEATRE. Corner of Pitt and Market streets.  
Solo Lessee ... Mrs. Rignold and Allens  
Treasurer ... Mr. C. H. Bailey  
ABSOLUTELY NO FREE LIST.

Doors open 7, commence 7.30. Carriages 40s.

"Public interest in the production of 'The Lights of London' at Her Majesty's Theatre seems to grow with each night of its presentation. Large as have been the audiences which for three weeks past have witnessed the scenes of social revelry, mirth and play, it is a question whether the audience which on last Saturday night made a 'sea of faces' from ground to ceiling in the auditorium, was not the largest which has yet assembled within the walls of the theatre."—Evening News, July 23, 1888.

## An UNDOUBTED SUCCESS.

LIGHTS OF LONDON A Play full of Human Interest, LONDON  
LIGHTS OF LONDON Under the management of Mr. BROUH and Mr. BOUCIAULT.  
LIGHTS OF LONDON Acting Manager, H. J. MAGRE.  
LIGHTS OF LONDON GRAND COMEDY SEASIDE FOURTH WEEK OF THE MONTH.  
LIGHTS OF LONDON BROUH AND BOUCIAULT'S Very Powerful and Popular COMEDY COMPANY.  
LAST FOUR NIGHTS LAST FOUR NIGHTS  
VICE VERSA AND TURNED UP VICE VERSA AND TURNED UP  
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with the STRONGEST CAST IN AUSTRALIA.  
MRS. ROBERT BROUH, E. W. ROYCE, WILLIE WARDE, E. B. MANNING, G. LASH-GORDON, R. OWEN, H. J. MAGRE, Miss E. F. HOBSON, DENNIS BYRNE, EMMA TEMPLE, BESSIE MAJOR, F. DARRELL, Mrs. ROBERT BROUH.  
Doors open at 7. Overture, 7.45 sharp. Curtain up at 8 p.m. Price: 5s., 2s., 2s., and One Shilling. Box office open daily at Nicholson's music warehouse, SATURDAY, 12.15 p.m. Box office open daily in Sydney of the most successful comedy of the present day, MODERN WIVES, 2s., and 1s. Box plan now open. Business Manager, Mr. JOE DAVIS.

The Entire Magnificent Scenery by Mr. J. LITTLE.

BOX PLAN open daily in the vestibule of the Theatre, where seats can be secured 12 nights in advance. Price—5s., 2s., 2s., 1s. J. P. MACDONALD, Acting Manager.

**G**ALETTY THEATRE. Sub-Lessor and Director ... Mr. L. Polley. Acting Manager ... Mr. C. Kingstone. THEATRE'S FRENCH COMEDY COMPANY. NINETEENTH SUBSCRIBED PERFORMANCE. THIS EVENING (SATURDAY) THE PAPOLINE GREAT WORK (LA PAPOLINE) THURSDAY WORK (WEDNESDAY) AND FRIDAY. DE PARIS (QUI PLEURENT)

WEDNESDAY AFTERNOON, 4.30. FIFTH SUNDAY AT GRATIETY MATINEE (NOT DEFENDED PRICES).

SATURDAY, NEXT, JULY 28. Grand Comptoir's Benefit tendered to MRS. MACHAND (Stage Manager).

GREATH ATTRACTION.

Subscribers ticketed are entitled to a discount of 10s. on Saturday. Box Plan at Faling and Co.'s. Prices as usual.

**M**AJOR DANCE. To-night, 8.30. School of the Royal Academy, "New Zealand, the Wonderland of Oceans," TOMORROW (WEDNESDAY) NIGHT, 8.30. "The Land of the Golden Legend." THURSDAY next. Oldfellow's Hall, Manly. Up the Rhine and over the Alps with a knapsack." Prices as usual. W. HERBERT JONES.

**G**RAND CRYSTAL PALACE. SKATING RINK. NEXT OPEN HOUSE, THURSDAY. OPEN EVERY MORNING, AFTERNOON, and EVENING.

THE MOST FASHIONABLE RINK IN SYDNEY.

EUREKA.—SUCCESS STILL CROWN'S our efforts to please and give satisfaction to our patrons, who number thousands.

UNEQUALLED BY ANY RINK IN THE WORLD. Grand Crystal Palace Band Every Afternoon and Evening, Conductor, Mr. GEO. YASHE.

The site of Sydney have pronounced this to be the Best Floor and the Largest Rink ever built in Australia.

WEDNESDAY, July 26th. FIRST GRAND SKATING CARNIVAL, SURPASS ANY CARNIVAL that has ever been produced in the colonies.

KALOSHINCHROMOKRENE, newsworthy, PRISMATIC WATERS and SNOWSTORM.

THE VAST PALACE of AMUSEMENT will be transformed to a GRAND GARDEN SCENE, at immense expense.

GRAND ELECTRIC LIGHT, by G. R. Kirkland and Co. Electrical Engineers.

BEAUTIFUL LINE LIGHT EFFECTS, by Professor Silvester, FANCY and EVENING DRESS CARNIVAL, commencing at 7.30, concluding at 12 p.m.

THE GREATEST ENTERTAINMENT EVER PRODUCED in any Rink in the colonies.

SESSIONS:

MORNING, 10 a.m. Ladies and children Free. AFTERNOON, 1 to 5. EVENING, 7 to 10.

SKATES FOR SALE OR HIRE may be inspected on application to the Manager.

Skates purchased from the Company will be admitted Free for the use of all large and EXPERIENCED STAFF OF INSTRUCTORS specially engaged.

Skates and Seats Tickets can now be obtained on application to the Manager.

NOTICE.—The Management reserves the right to REFUSE ADMISSION TO ANY OBJECTIONABLE PERSON.

TO-MORROW, WEDNESDAY, JULY 25. FIRST GRAND CARNIVAL.

Guaranteed to EXCLIQUE the stars that have ever been produced in the colonies.

Cards of admission: with skates, 5s.; spectators, 10s.

Tickets can be had at the offices of Messrs. Faling and Co., and Messrs. Nicholson and Co. Early application necessary, as only a limited number will be sold.

Last Rehearsal of Grand March this afternoon, at 5 o'clock. Ladies and gentlemen intending to take part in Grand March will kindly send in their names early.

ALFRED WYBURN, Sole Manager.

**S**T. GEORGE'S HALL SKATING RINK. NEWTOWN. THIS Tuesday, EVENING, July 24.

GRAND OBSTACLE RACE ON SKATES, at 9 o'clock.

A most amusing and novel event.

MONDAY EVENING, next, July 30. GRAND POLO MATCH.

Cup Final v. St. George's Rink, for the Cup, by picketed teams.

RAYMOND EXTENSION SKATES TO LET.

RAYMOND EXTENSION SKATES TO LET.

ONE MILLION POLO APPALIANI in Sydney.

Skating as an exercise, fun and evening.

SPACIAL FLOOR FOR BEGINNERS.

Music by Newton Band. Refreshment at lowest charges.

Admission: ONE SHILLING.

F. R. KIRKLAND, Manager.

**T**HE PARAGON, 400, PITTS-STREET, RINK. THE PARAGON, Machines, 10 to 12, Ladies, RINK including Skates, 6s; Gents, 1s. THE PARAGON, Machines, 10 to 12, Ladies, RINK including Skates, 1s; Gents, 1s. THE PARAGON, Machines, 10 to 12, Ladies, RINK including Skates, 1s; Gents, 1s. THE PARAGON, Machines, 10 to 12, Ladies, RINK including Skates, 1s; Gents, 1s.

Ladies, Mr. FRANK POPE.

PARAGON RINK, 400, PITTS-STREET, near GOULBURN-STREET.

**T**HE NATATORIUM IS NOW OPEN FOR LADIES AND GENTLEMEN. HOURS: LADIES—Every Day, 10 a.m. to 12.30 p.m. GENTLEMEN—Every Day, except Saturday and Sunday, 7 a.m. to 8.30 a.m. EXCEPTING Saturdays and Sundays, 7 a.m. to 9 p.m. from 12.30 p.m. to 6 p.m. and from 7 p.m. to 9 p.m. SATURDAY, 10 a.m. to 12.30 p.m. CHARGED FOR ADMISSION TO TEPIFID SEA WATER SWIMMING BATH. Ladies, single bath, 1d; double bath, 2d; 12 years of age, 10 tickets for 5s. Boys (under 12 years of age), 10 tickets for 5s. SEASON TICKETS: GENTLEMEN: LADIES: £15 1s yearly ... £12 1s 0d. CHILDREN: £1 1s 0d.

A General MEETING of the Shareholders' Power Bank, is to be held on TUESDAY, the 21st Inst. at Mr. J. Bennett's, Esq., who will retire as President.

By order of the Board of Directors.

LEWIS LING LESSONS, and

GYMNASIUM, Pitt-street, Sydney.

Dated 17th July, 1888.

BUSINESS: EXT SATURE-

DAY, 10 a.m. to 12.30 p.m. 1000 ft. above sea level.

Mr. Alfred Bennett, Esq., who will retire as President.

For the current year: 1000 ft. above sea level.

Business: EXT SATURE-

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## THE CLOSE OF THE PARLIAMENTARY SESSION.

## LEGISLATIVE RESULTS.

The Parliamentary session, which opened on the 29th September last, will, it is announced, close to-day. Although disappointing in some respects, the legislative work of the past 10 months must be regarded upon the whole as satisfactory. There has been a deal of time wasted that might have been profitably employed, and several measures upon which great hopes were fixed have been sacrificed; but a session which shows 40 public bills assented to out of a total of 87 introduced, and 16 private measures out of 39, cannot be regarded as a failure.

Parliament certainly opened auspiciously. There had been at the close of the previous session a few signs of a want of complete cohesion between the Government and some of their more prominent supporters; and it was thought that whatever differences existed would probably be accentuated by a disagreement on the part of these members with the Ministerial programme. The programme was certainly comprehensive—so great indeed as to carry with it an assurance of disappointment. It was, however, hailed with satisfaction. The history of the session has clearly shown that the Government have been unable either to bring public business within the limits of constitutional usage or to deal with the measures promised in the Governor's speech. The legislative proposals submitted to Parliament included a Local Government Bill, a Crown Lands Bill, a Government Railways Bill, a Public Works Bill, two taxation bills, a Bankruptcy Bill, a bill for improving the administration of justice, bills for the establishment of model farms and an agricultural College, and a Mining Bill. Besides all these, Parliament it was announced, would be called to consider proposals for the extinction of the deficit, Imperial conference schemes for naval defence, the re-organisation of the military forces, new railway proposals and matters connected with forestry, water conservation in the interior, and the Government scheme for commemorating the centenary. It was also stated that the financial business would be brought forward early enough to enable the necessary public service to be legally provided for without resorting to monthly supply bills.

With regard to this exhaustive programme, the two principal measures have been abandoned. No serious attempt was made to deal with the Local Government Bill, and the Government and their supporters have been so hopelessly divided over the Land Bill that the measure has been withdrawn.

The result has been disappointing to many, for the two bills were coupled together as measures which were to effectually settle the land question, and provide for each district the land question in its own local affairs. The Land Bill was due to be available under the Act of 1884 and the two amending Acts passed in the early part of last year, offered concessions in all classes, and made some provision for the better protection of the public interest, but it was full of debatable matter. The proposal to leave the ultimate determination of the rights of the Crown lessees with the Minister was received with suspicion and the debate on the second reading showed that the clause giving the outgoing tenant compensation for improvements would have to be considerably modified before the Government could hope to bring the measure into law. The District Government Bill contained nothing that was strikingly novel. It was the fourth that had been introduced since 1881, and although it contained some distinctive features of an important character, it bore a certain resemblance to its predecessor. Taken in conjunction with the Land Bill, it was hoped that it would effectually settle the rabbit difficulty.

A bill to amend and consolidate the bankruptcy laws was introduced early in the session, and it speedily became law. The Public Works Bill and Government Railways Bill contained matter of a more debatable character. When the former measure was before the House it was found that differences of opinion existed as to the functions and character of the committee to be appointed to investigate and report upon the proposals submitted to Parliament by the Government. The bill proposed that the committee should consist of five members of the Council and eight of the Assembly. It was suggested on the Opposition side of the House that three Commissioners should be appointed, to be termed the New South Wales Commissioners for Works. Other hon. members thought the matter should be left to a board of officials. The bill has become law, and the committee is co-ordinated as originally proposed. The Government Railways Bill was intended to remove these great State properties from political influence. Under its provisions the railways are vested in the control of a board of three Commissioners. The Chief Commissioner—a gentleman experienced in railway management in England—had been appointed, but the two others were not yet chosen.

A matter which created a great deal of adverse criticism, especially in the neighbouring colonies, was the introduction of a bill to change the name of the colony from New South Wales to "Australia." When the question came before the Legislative Assembly, it gave rise to a very interesting debate, and a motion was carried to introduce a bill giving the measure a second reading. The bill was supported by a majority of 58 to 18. The Premier received a memorandum protesting on behalf of the Government of Victoria, South Australia, and Queensland, against the change on the ground that the appropriation of the name of Australia by any individual colony was a measure to which the others could not consent. The Premier replied to the memorandum pointing out that this colony did not seek to deprive the continent of the name of Australia, but merely proposed to designate itself Australia as the first of the Australian group of States, and as the colony which exclusively enjoyed that name in popular usage for many years. The bill was allowed to remain on the business paper for many months, but it has been shelved.

Another pet scheme of the Premier, which provoked a great deal of hostile criticism during the early months of the session, was the proposal to erect a State House in the Centennial Park. When the scheme was first brought forward, it was intended that the laying of the corner stone of the Stat. House should be a great feature in the celebration of the centennial. A bill was introduced, and that was the motive of its inception. Eventually the Premier made an amendment, so that the matter was to be allowed to drop entirely, but that it was not to be included in the centennial programme. The bill was clearly shown that the building, which was estimated to cost £150,000, would involve an expenditure of three or four times that amount. The state of the finances was a strong argument against the scheme, and there was a very strong opposition to it in the country.

A measure was submitted simultaneously to the Parliaments of New South Wales, Victoria, and Queensland to provide for the payment by each of the colonies of a proportionate part of the cost of the establishment and maintenance of an additional naval force, to be employed for the protection of the floating trade in Australian waters. The bill was primarily the outcome of the Imperial Conference, but the execution and influence of Admiral Tryon, who thoroughly appreciated the importance of the matter, helped materially to bring the movement to the stage it reached when the conference took up. In connection with its introduction a series of almost unparalleled discussions took place in the Assembly. It was eventually carried both here and in the Victorian Parliament, but it has been passed in South Australia.

The Minister for Lands, about the middle of March, introduced a Rabbit Pest Suppression Bill. It provided for the repeal of the Rabbit Nuisance Act of 1883, and for the establishment of local boards, which were to be responsible with the administration of the Act, with the power of assessment, with the destruction of rabbits by prescribed methods, and with the erection of fencing in infested districts. The bill has, however, been abandoned. Mr. Garrett also introduced a bill to regulate the introduction and keeping of microbes, and to vest in the Minister for Lands the right of approval of methods of destroying rabbits by disease. The measure, which was passed through all its stages in one day, was rendered necessary because in the opinion of the Attorney-General, under the existing law there was no power to interfere with persons who might experiment with diseases.

A bill has been passed to regulate and restrict the introduction of Chinese. Its provisions aimed at the practical prohibition of Chinese immigration. The Assembly, in view of the arrival in Port Jackson of four vessels freighted with Mongolian passengers, regarded the matter as one of urgency, and passed the

bill at a single sitting. The Council declined to follow the example of the popular Chamber. They took time to debate the measure, and amended it in some material respects. The amendments were accepted by the Assembly.

A despatch from the Secretary of State for the Colonies to his Excellency the Governor intimated that the Imperial Government had declined to advise the Queen to give assent to the Divorce Extension Bill, passed by this colony more than 12 months previously. Strong remarks were made in the Assembly regarding the interference of the Imperial Government in colonial legislation, and Mr. Neild, one of the members for Paddington, who piloted the bill through last session, reintroduced it in the form in which it had passed the Assembly. The new bill had not at a late hour last night received the sanction of both Houses.

Political excitement about the end of October centred in a somewhat remarkable manner round the Premier. First there came rumours regarding his financial position, for a time discredited, but which culminated in the announcement that he had assigned his estate for the benefit of his creditors to three trustees. His liabilities amounted to £50,000, and his assets to £55,000.

A bitter attack was made upon the Colonial Secretary under the cover of a motion for adjournment. He was charged with taking a number of colleagues into the Ministry because he owed them money. Sir Henry Parkes indignantly denied the insinuations and accusations. An effort was initiated to place the Premier's finances upon a satisfactory footing. His friends, as well as some of his political opponents, gave generous evidence of their sympathy. Subscriptions were opened and a fund established, to be invested for the use of Sir Henry Parkes and his family. The Premier, upon receiving a letter from the leader of the Opposition intimating that he intended to raise in Parliament the question of the validity of his seat for St. Leonards, tendered his resignation to the Speaker and appealed to the electors. He was re-elected without opposition.

There have been many scenes of a discreditable character during the session. So violent was the conduct of some honorable members that a motion was placed on the paper that the Government should take some step in the way of framing new Standing Orders, in order to check disorder and to punish effectively those who were guilty of it. A scheme was mooted of forming a caucus for the preservation of order, but it did not commend itself to general support. The rules of procedure were, however, referred to the Standing Orders Committee, who have made a large number of important recommendations, which will dealt with by the House next session.

Three distinct motions of censure have been moved against the Government by Mr. Dibbs during the session. The first relating to the financial policy of the Government, was submitted on the 7th December, and negatived without division. The second had reference to the purchase of land adjoining the A. S. N. Company's Wharf at Circular Quay, and was defeated by 47 votes to 14. The third condemned the Government policy regarding the Chinese question. It was negatived by 41 to 16.

There have been two Ministerial changes since Parliament assembled in September. Mr. Wise resigned his position of attorney for the crown before the Christmas and Centennial holidays. He took his seat not from any feeling of disagreement with his colleagues, or with any question as to the policy of the Government, but having regard to his position as a young member of a learned profession.

This portion was offered to him, and accepted by Mr. G. B. Simpson. A few days ago Mr. Garrett resigned his position of Minister for Lands, but the office vacated by him has not been filled. If matters have not gone quite happily for the Government, they have been disastrous for the Opposition. The protectionists still occupy the benches at the Speaker's left, but they are completely disorganized and without a leader. Mr. Dibbs, who was elected to the position at the close of last session, resigned about two months ago, and no one has been appointed in his stead.

The session has not been without changes as regards the personnel of the House. Immediately the House met, Mr. McGregor resigned his seat for Wentworth, and Mr. Coote Brown was elected in his place on the 28th September, 1887. Sir Henry Parkes resigned his seat for St. Leonards in October, in consequence of having assigned his seat, and was almost immediately re-elected. Mr. McCulloch, for a similar reason, resigned his seat for Central Cumberland, and was re-elected on December 28. In May, however, Mr. McCulloch again resigned in consequences of bankruptcy proceedings, and Mr. David Buchanan took his seat as a representative of Central Cumberland.

Brocken Hill and Suburban Gas Company's—introduced by Mr. Carruthers 27th September, 1887. Assented to 17th March. Private Bills—introduced by Mr. O'Connor 2nd November, 1887. Assented to 1st January.

Bankruptcy Act Amendment—introduced by Mr. J. P. Abbott 28th November. Withdrawn 12th June.

Supreme Court Appeals Act Amendment—introduced by Mr. Wise 4th November, 1887. Assented to 22d November.

Corporation Act Amendment—introduced by Mr. O'Connor 21st September. Assented to 7th February.

Totalization Legalizing Bill—introduced by Mr. Frank Farrel 7th March. Assented to 1st April.

Taxes Bills—introduced by Mr. Burns 28th April. Assented to 1st June.

Wentworth Electorate Subdivision Bill—introduced by Mr. J. P. Abbott 6th October, 1887. Assented to.

PRIVATE BILLS.

Alberton Cat Sledges—introduced by Mr. Day 22nd September. Assented to 1st January.

Borough of Broken Wharf—introduced by Mr. Garrard 21st September. Assented to 1st January.

Broken Hill and Suburban Gas Company's—introduced by Mr. Day 5th April. Lapsed in Council.

Brook Hill Water Supply—introduced by Mr. Brunner on the 27th March. Unfavourably reported on by select committee, and lapsed.

Christian Chapel Land Sale—introduced by Mr. Abbott 28th November, 1887. Assented to 1st May.

Christian Chapel of England and School—introduced by Mr. See 24th November. Lapsed.

Hoy and Deniliquin Tramway—introduced by Mr. R. B. Wilkinson 27th September. Negatived on second reading.

"Centaur's Index" for 1888 is to hand from the publisher, Mr. W. H. Harren, Melbourne, and like a good magazine is a most creditable production. It contains 150 pages of closely printed matter, including the entries and weights for the principal handicaps to be run during the coming spring campaign at Handwick, Flemington, Caulfield, and Hawthorn, and the names for the various events, and performances of every horse engaged in the handicaps. The publication is invaluable to those who take an interest in the turf, and the price is £1.

Concours of England Land Sales Bill—introduced by Mr. Fletcher, 6th October, 1887. Assented to 23d November.

Com. Church of England Land Sale Bill—introduced by Mr. Fletcher, 23rd February. Lapsed.

Com. Church of England Land and Water Supply—introduced by Mr. Brunner on the 27th March. Unfavourably reported on by select committee, and lapsed.

Com. Church of England Land Sale Bill—introduced by Mr. Fletcher, 23rd February. Lapsed.

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followed out, and the Local Government Bill had been promptly introduced and steadily pressed forward. It is just possible that nothing but the Local Government Bill and the financial business had been undertaken, both might have been disposed of, and the session might have closed before the Centennial festivities. But, as we have seen, the idea of dealing with both in one session was a futility, and it was a grave mistake to give first place with such leadership to a Land Bill that was to restrain an Act which occupied nearly a year in its passage through both Houses. Since the number of members in the House has been so greatly enlarged, the ability of Parliament to deal with more than one large measure in a session has greatly diminished. And until Ministers will candidly recognise this fact, and act upon it, they will deceive themselves or mislead the public, and make disappointment the keynote of every session.

Of course it must be admitted that the session has not been wholly barren. The country might offer congratulations to both the Ministry and the Parliament upon what has been done, if it had not been overshadowed by such a heavy cloud of unfulfilled promises, and if the doing of it had not interfered with the accomplishment of other and more important ends. It was a true instinct that placed the Local Government Bill at the head of the list. It was a mistake or a weakness that allowed other matters to push it out of the way; and this consideration necessarily lessens our satisfaction with the work that has actually been done. At the same time it is in fairness to be admitted that the passing of the Bankruptcy Act, the Railways Management Act, the Public Works Act, and the Naval Defences Act would, under other conditions, have given a good character to the session. The principles lying at the base of all these measures are sound, and although the second and third in the order named are experimental and may require amendment, there is little doubt that the step taken in their introduction will be for the benefit of the country.

Next to the failure of the attempt to reconstruct the land law stands the unpractical and ill-timed endeavour to improve the financial situation. The necessity for measures to increase the revenue, if admitted at all by the Government, ought to have been admitted, and practically dealt with early in the session. As it is, there has been a large amount of discussion upon the subject, but to no purpose. The session closed, and nothing has been done in this direction, at any rate, for the reduction of the deficit. In the previous session a certain amount of revenue was surrendered, and some new taxation was introduced to make good the loss. Since then, there have been reductions in expenditure, but these have been accompanied by increases under other heads. The £200,000 required to meet the cost of rabbit extermination, which is a charge upon the consolidated revenue now that it has been properly withdrawn from the list of loan votes, must be coupled with the loss of £270,000 of additional revenue which shortly before the close of the session Parliament was asked, but failed, to provide. In this respect the close of the session cannot be regarded with gratification by those who would have liked to see some definite prospect of the restoration of a healthy condition of finance.

By the Government and its supporters the blame for the failure of the session will probably be thrown upon the Opposition; but the responsibility of the Opposition in this matter is so heavy that it would be unjust to add to it any portion of the burden which rightly rests upon the Government. The great cause for complaint against the Opposition is that it has not been content with legitimately criticising and honestly voting against those proposals of the Government of which it disapproved, but has seized almost all possible opportunities for arresting the progress of public business. There is nothing new in this. It is the traditional policy of Oppositions in a minority to blockade by talk a Ministerial majority that cannot be defeated by a vote.

These traditions are not always followed with equal faithfulness; but they cling to the seats and permeate the atmosphere on the SPEAKER's left hand. And now and again, as in the present instance, the occupants of those seats seem to luxuriate on the chance of giving them expression. But men who sat on those seats themselves should know how strong the temptation is, and regulate their proceedings accordingly.

The report of the COMMISSIONER FOR RAILWAYS for the year 1887 was laid on the table of the Assembly last night. As usual, it is a full and able review of the transactions of the Department, but as it deals with facts seven months old it is less interesting than it would have been if it had been presented earlier. The delay which always takes place in submitting these reports is due no doubt to their elaborateness. In the form in which they appear they are complete and exhaustive, but the public would prefer shorter reports published with greater promptitude.

There is not very much in the report to give cause for rejoicing. The railway system is making progress; but the lines are not so profitable as they might be. It is consoling to find, however, that they were more profitable in 1887 than they were in 1886, though it was only by a fraction. There were opened for traffic during the year 140 miles of railway, making a total of 2036 miles in operation at the close of the year, and there were in course of construction 66 miles. But the new lines came into use for the most part towards the close of the year, so that while the report takes account of 2036 miles, the average mileage for the year was only 1936. This must be borne in mind when comparing the receipts for 1887 with those for 1886. The gross earnings for 1887 were £2,208,294, exceeding those of 1886 by £48,235. It is explained, however, that the whole of the increase was due to the wool traffic, which brought in £203,000 more than it did in 1886; but for this source of revenue, there would have been a falling off in the gross earnings of £14,765. This shrinking of the receipts, which occurred notwithstanding an increase in the number of miles of railway open for traffic, and an increase in the population, must be attributed mainly to the depression which prevailed during the year. The passenger traffic may have been influenced, as suggested by the COMMISSIONER, by the abnormally wet weather. It is encouraging to be told by the TREASURER that there has been an improvement during the first half of this year, and that it is likely to be maintained. The wool traffic, which so

largely influenced the accounts for the year, was the largest ever recorded, and this notwithstanding that the rivers were generally very favourable to navigation, and allowed a large quantity of wool to be diverted to the other colonies. During the season no less than 407,000 bales were carried, 64,000 more than the number carried in the previous season. The COMMISSIONER attributes this great expansion of the wool traffic to the right cause; it was due, he says, to the great natural increase in the number of sheep, which amounted for the year to nearly eight millions.

One satisfactory feature of the report is the reduction which has taken place in the working expenses. Although 146 miles of additional railway line were opened for traffic during the year, and 2008 more trains were run, the working expenses for 1887, as compared with 1886, were less by the sum of £25,232. Reckoning together this saving and the increase in the revenue owing to the large wool traffic, it is found that the net revenue for 1887 exceeds that for 1886 by £28,457. But that was nearly all absorbed by the new capital brought into the account, viz., £2,460,668. At the close of 1887 there had been expended on lines open for traffic £26,532,122, and on lines in course of construction £2,379,102, making altogether £28,911,224, of which amount the sum of £1,608,130 was expended in the year 1887. The net result is that while the railways paid in 1886 20 per cent. on the capital expended, in 1887 they paid 2·96 per cent. This is a fractional increase, but it is still an increase; if it is not much, it is at any rate better than a decrease. There was a sharp drop from 3·37 in 1885 to 2·90 in 1886, and if the decline has been checked that is something to be thankful for. What effect upon the revenue the opening of fresh lines will have remains to be seen; but in the Parliamentary Committee, which will report upon railways and other public works before their construction is undertaken, we are supposed to have a safeguard against the adoption of unprofitable lines.

The particulars which are furnished as to the earnings and expenditure upon particular lines, and sections of lines, are very instructive, showing, as they do, that some of our lines are highly profitable, while others are worked at a serious loss. The line from Sydney to Granville, which in 1885 yielded a return of 7·57 per cent upon the capital invested, and in 1886 a return of 7·73 per cent, gave in 1887 a return of 7·93 per cent, showing a steady improvement. On the other hand, the Illawarra line, which in 1886 returned 3·18 per cent, returned for the past year 1·54, decrease of 1·64 per cent. This result, which was brought about by the opening of 34 miles of additional railway, and the consequent increase of the capital account from £437,408 to £1,064,297, will cause no surprise. The line, however, is at a disadvantage owing to the fact that there is an awkward break in the communication. When the line is open from end to end some improvement in the returns may be looked for. The opening of 47 more miles of railway on the Southern lines and branches has had the effect of bringing down the returns from 3·48 to 3·11 per cent, while the Western line and branches and the Great Northern line and branches, on which no additional mileage was opened, show considerable improvement, the percentage having risen in the former case from 2·81 to 3·49, and in the latter case from 2·63 to 3·18 per cent. The Strathfield to Hawkesbury and Gosford to Warragah sections, and the lines Junc to Hay and Jerilderie, Mudgee, and Murrumburrah to Cowra, did not pay working expenses, the total loss in working and interest upon capital at 4 per cent per annum being £190,263. This portion of the report brings out two facts—one being that the suburban lines are becoming more and more profitable; and the other, that the more we extend our country lines the less payable do they become.

The tramways come out very badly in the report. The returns for 1886 were encouraging. The net earnings had risen from £15,000 to £24,000, and the return upon capital from 2·17 per cent. to 3·32. As compared with the transactions for 1886, however, the returns for 1887 show a decrease in the total earnings of £12,242, and a decrease in the net earnings of £11,073, causing a fall in the return upon capital from 3·32 per cent. to 1·70 per cent. The lines worked at a profit were—the line to the railway, 2·64; Randwick and Coogee Bay lines, 2·11; Waverley, Woolloola, and Bondi lines, 3·30; Newtown and Marrickville lines, 6·89; Leichhardt line, 6·13. The lines worked at a loss were—Crown-street line, 0·59; Waterloo and Botany lines, 3·69; Glebe Point and Forest Lodge lines, 5·34. The large falling return in the tramway revenue, which was spread over 11 months of the year—only one month, October, giving an increase—is attributed in the report to three causes—the wet season, the increase in the number of omnibuses running on or near some of the tram routes, and the extension of some of the sections, particularly on the Paddington-Waverley line. The year 1887 was undoubtedly a very wet one, and if the state of the weather interfered with the traffic, as most probably it did, no one is to blame, but the admission that increased omnibus competition has brought down the returns is not a very pleasant one for the Department to have to make.

"As the omnibus service has been established chiefly in directions in which the Department has increased the facilities and lowered the tram fares, it is difficult," the COMMISSIONER observes, "to account for the increased patronage given to the omnibuses." He conjectures that "the chief reason is that the tram service is not run sufficiently near to the business centres of the western side of the city, the importance of which, in regard to the volume of trade and traffic, is largely on the increase." It is clear at any rate, that the omnibuses in some cases meet the wants of the people better than the trams, a fact to which the authorities should devote their earnest attention. The only encouraging part of a very unsatisfactory report is the statement made by the COMMISSIONER at the close that he proposes to submit in a few weeks a return of the operations for the year ending 30th June, 1888, which he has reason to believe will present our tramway affairs in a more favourable light.

The Opposition cannot be blamed for bringing up in the House last night the matter of

Mr. BAILEY's engagement to deliver lectures on agriculture in England at an expense to the country of £240. It is not because the amount itself is a large one, or that the responsibility was incurred without the consent of Parliament, but because Mr. BAILEY is not a representative man in any sense, and because there is no reason to believe that he has any especial qualifications for speaking upon agriculture, that objection should be taken to the engagement. The PREMIER surrendered the case when he acknowledged that the appointment was an "imprudent one." Imprudent it certainly was in more senses than one. If Australia is to be represented by lecturers paid by the Government, those lecturers should be men of such standing in the community that, whatever exception might be taken to the expenditure of the money, there could be no fault found with the qualifications of the man. It is hard to understand on what basis the PREMIER entered into the agreement. He says that he was "influenced by a feeling something like pity." That is very creditable to the humanity of the PREMIER, but it is very bad State policy. If it were a gift of money that had been made through pity, the thing would be more pardonable. But as it is, Mr. BAILEY went to England accredited from the Government, to speak of this country to the farmers of England. It may be that the lectures were valuable, but what guarantee was there that when the engagement was made and the £240 promised for 12 lectures? It is of far more concern to the colony that its resources and possibilities are put before the intelligent farmers of England faithfully and well than would be the sum which was challenged last night. It was well that the PREMIER did not try to defend the arrangement that had been entered into, for it would have required more power and political art than even Sir HENRY PARKES possesses to make Parliament or the people believe in such methods of advancing the interests of Australia. The matter cannot be helped now. No doubt all the lectures have been delivered, and whatever has been done is gone beyond recall. The ingenuousness, however, which the PREMIER has displayed in the matter belongs to a younger school of politicians than that to which he belongs. His long years of service, it would have been thought, would have made him less influenced by "pity" and more by reason and the fitness of things.

As a rule, it is a sound principle that public servants should be required to abstain from private work, should give the whole of their working time to the public service, and should receive proportionate remuneration from the country. But this is not a rule to be applied with blind uniformity. Every man who serves the public for pay is not necessarily a member of the Civil Service, and, as such, within the operation of this general rule. If the Government goes outside the ranks of the Civil Service to appoint, in the public interest, to some special office a person who is deemed specially fitted to discharge its duties, there should be a clear understanding as to the terms upon which the appointment is made; and if it is intended to apply this rule, the negotiations should be conducted upon that basis. There was no such understanding, it appears, when Mr. ROWE, an architect, in full practice, and of high professional standing, was offered and accepted the post of President of the Water and Sewerage Board, to which a salary of £900 a year is attached. The appointment, as required by the terms of the Act, is for four years only, and at the end of that time the engagement would be at an end, and the Government, without assigning a reason, could appoint someone else to the place. It would be idle under the circumstances to contend either that Mr. ROWE was a member of the Civil Service or within the operation of the rule. It is possible that the Government might have found many men willing to accept the office upon those terms, but when a professional man, to whom such terms would involve a heavy sacrifice, is offered the appointment and accepts it, no such stipulation being made, it would be absurd to argue that the agreement could be varied afterwards to his disadvantage at the pleasure of the Government. If the Government, without naming the condition beforehand, insisted after the agreement that he should discontinue private work, it would be equally competent for the Government to require him to refund £900 out of the £900 he received. It is the old story of Surylock with the pound of flesh. If the Government should not be satisfied with the pound of flesh Mr. ROWE gives them in the discharge of the stipulated functions of his office, they can supersede him at the end of the four years; but they cannot mean thereby deprive him of his blood—the private practice of his profession—when that is not in the bond.

#### NEWS OF THE DAY.

The Legislative Council held a short sitting yesterday. The North Shore, Manly, and Pittwater railway and Harbour Bill was read the third time. There was little objection to the third reading of the Divorce Extension Bill, but it was ultimately carried by 19 votes against 8. The Cooma Church of England Land Sale Bill was read the second time and reported, and the House adjourned until 10 o'clock this morning.

At the time we went to press this morning it was impossible to say whether Parliament would or would not be prorogued to-day. The Appropriation Bill was being considered in committee, and promised to remain for some time; and, following the Appropriation Bill, there were the Loan Bills to be dealt with. Even if the Opposition allowed these bills to pass after a reasonable discussion, it was not certain that the Government would be able to adjourn the House until 10 o'clock this morning, the hour at which the Council will meet, because such an adjournment could only be carried out by consent, and the Council cannot receive bills from the Assembly unless the Assembly is sitting. In fact, the Government were dependent altogether upon their Opposition. It was said that the malcontents on the Opposition side of the House desired to revenge themselves on the Council, as well as upon the Government, because the Council threw out the Payment of Members Bill.

The following is a list of public works which have been submitted to Parliament by the Premier for reference to the Parliamentary Committee on Public Works last evening, but which Sir Henry Parkes feared might, on account of the obstructive tactics of the Opposition, have to be postponed until the next session.—New Central police court, Sydney; bridge at Spit, Middle Harbour; improvements to entrance Richmond River; dredging plant, Sydney Harbour; laying second pipe between Potts Hill and Crown-street, Sydney water supply; storage reservoir, Potts Hill, Sydney water supply; additions to wharfage accommodation Woolloomooloo Bay; improvements to Circular Quay, Sydney; drain-

age works, Manly; drainage works, North Shore; drainage works, Western Suburbs; harbour improvements, Newcastle; improvements to entrance Clarence River.

The Legislative Assembly made but very slow progress with business last night. After formal matters had been disposed of, a motion for the adjournment of the House was moved by Mr. Garvan to complain of an arrangement between the Government and Mr. W. L. Bailey for the delivery by him in England of certain lectures on agriculture in New South Wales; and when the discussion upon this motion was concluded, a series of long speeches from Opposition members were delivered on the agricultural districts of New South Wales, £240."

The amendment was negatived. Mr. LYNE proposed to amend the clause by omitting line 104: "Addresses on the agricultural districts of New South Wales, £240."

Mr. Burns agreed to accept the amendment.

The amendment was agreed to, and the clause as amended was passed.

Clause 4, Treasurer and Secretary for Finance and Trade. Any sum or sums of money not exceeding £164,693 17s. 2d. to defray the salaries, contingencies, and other expenses of the establishments and services."

The clause was agreed to.

Clause 5, Public Instruction. Any sum or sums of money not exceeding £263,772 16s. 4d. to defray the salaries, contingencies, and other expenses of the establishments and services.

After some discussion, the clause was agreed to.

The remainder of the clauses were agreed to as printed.

The House having resumed, the bill was reported with an amendment. The report was adopted, and the bill was read the third time, and it was ordered to be forwarded to the Legislative Council with the usual message.

REPAYMENT OF LOANS BILL.

The Bill to authorise the repayment of loans was read the second time.

When we went to press at 4.30 the House was still sitting.

#### SECOND EDITION.

##### LEGISLATIVE ASSEMBLY.

When our first edition closed, the first and second clauses of the Appropriation Bill had been agreed to.

Mr. NIXON proposed to omit from clause 3, line 101, "special grant for tree-planting in Gunnedah Municipality, £100."

The amendment was negatived.

Mr. LYNE proposed to amend the clause by omitting line 104: "Addresses on the agricultural districts of New South Wales, £240."

Mr. Burns agreed to accept the amendment.

The amendment was agreed to, and the clause as amended was passed.

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#### RUSSIA AND GERMANY.

##### THE VISIT OF THE EMPEROR WILLIAM PROLONGED.

(BY CABLE.)  
(FROM OUR CORRESPONDENT.)

LONDON, JULY 23.

The Emperor William of Germany, who is at present the guest of the Czar of Russia, at the Imperial Palace at Peterhof, will prolong his visit until Tuesday.

#### POLITICAL AFFAIRS IN FRANCE.

##### DEFEAT OF GENERAL BOULANGER.

(BY CABLE.)  
(FROM OUR CORRESPONDENT.)

LONDON, JULY 23.

General Boulanger, who resigned his seat for Aisne, in the Chamber of Deputies, offered himself as a candidate for the Department of Ardèche.

The election took place on Sunday, and resulted in the defeat of General Boulanger by a large majority. An Opportunist was re-elected.

#### TOUR OF PRESIDENT CARNOT.

##### ENTHUSIASTIC RECEIPTION IN THE SOUTH-EAST OF FRANCE.

(BY CABLE.)  
(FROM OUR CORRESPONDENT.)

LONDON, JULY 23.









**Auction Sales.**THIS DAY, 14th JULY, at 11 a.m.  
FOR SALE BY AUCTION.

Under Instructions from the Importers.

**QUEENSLAND AND COLONIAL SUGARS**  
100 cases TABLE SALT, in jars  
147 ditto CONFINEED MILK, Dairy Brand, A. V.  
200 boxes PARISIAN CANDLES  
200 boxes D. R. CANDLES  
350 boxes CASTOR OIL, half-pint  
200 boxes SOAP  
100 boxes RAJUNS  
100 cases LONDON PICKLES  
300 boxes HALF SARDINES  
45 ditto SOFTED SAUCES  
100 boxes PIGEON  
50 ditto AMERICAN CANNED FRUITS  
200 boxes MORTON'S OX TONGUES  
100 boxes CHOCOLATE  
100 boxes LING  
20 cases ditto  
100 boxes Oakley's American Glycerine TRANSPARENT  
5 ditto genuine HONEY  
10 cases COFFEE EXTRACT, assorted sizes  
200 boxes LAUDER NECTAR  
10 ditto BUTTERS  
5 ditto GINGER BRANDY  
5 ditto WHISKY LITTERS  
10 ditto PORT WINE  
20 quarter-casks BRANDY  
20 ditto SHERRY.

etc., &amp;c., &amp;c.

To Grocers, Hotel Proprietors, Storkeepers,  
Shippers, Dealers, &c., &c.**HARRIS and ACKMAN will sell the above BY AUCTION, at the NEW AUCTION MART, 190, PITTS- STREET, THIS DAY, 24th JULY, at 11 a.m.**

TERMS AT SALE.

WEDNESDAY, JULY 25, at 11 a.m.  
FOR SALE BY AUCTION.

Under Instructions from the Importers.

50 Casks McLean's Kent's COARSE CEMENT  
30 ditto Newark Company's PLASTER  
2 tons GLUE  
100 boxes MILK BROOMS  
5 ditto Shoe and Cloth BRUSHES  
10 ditto HAMMER AND AXE HANDLES  
30 ditto IRON JACKS  
20 ditto WOODEN PAPER SHEATHS  
5 ditto Marshall's DITTO  
1 ditto Dwyer's DITTO  
1 ditto Bremen's DITTO  
1 ditto Britishia Metal TRAPOTS  
10 Single-barre FLOURS.

To Builders, Contractors, Ironmongers, Storkeepers, Shippers, &amp;c., &amp;c.

**HARRIS and ACKMAN will sell by AUCTION, as above, at the NEW AUCTION MART, 190, PITTS- STREET, on WEDNESDAY next, 25th July, at 11 o'clock a.m.**

TERMS AT SALE.

WEDNESDAY, 25th JULY, at 11 a.m.  
FOR SALE BY AUCTION.

Ex Butchers from London.

20 CASES IRON BEDSTEADS, &amp;c., &amp;c.

To Furniture Warehouses, Residential Importers, Storkeepers, Shippers, Dealers, &amp;c.

**HARRIS and ACKMAN will sell BY AUCTION, as above, at the NEW AUCTION MART, 190, PITTS- STREET, on WEDNESDAY NEXT, 25th July, at 11 a.m.**

TERMS AT SALE.

WEDNESDAY, 25th JULY, at 11 a.m.  
FOR SALE BY AUCTION.

Under Instructions from the Consignees.

Close account.

37 PACKAGES HARDWARE, comprising

Kent's Minerals, Lovelock's Zinc's, Minerals, Cook's Rocks Lathers, Building Tools, Tin Plates, Blown Rollers, Pipe Bevels, American Langstroth Beehives, Britannia Metal Lid-covers, Japanese Trunks, &c., &c., &c.

To Ironmongers, Storkeepers, Shippers, Dealers, &amp;c.

**HARRIS and ACKMAN will sell the above BY AUCTION, at the NEW AUCTION MART, 190, PITTS- STREET, on WEDNESDAY NEXT, 25th July, at 11 a.m.**

TERMS AT SALE.

WEDNESDAY, 25th JULY, at 11 a.m.  
FOR SALE BY AUCTION.

On account of whom it may concern.

60 Boxes Wylie and Lockhart's PAPERHANGINGS.

Assorted Patterns.

To Oil and Colour Warehouses, Painters, Storkeepers, Shippers, &amp;c.

**HARRIS and ACKMAN will sell BY AUCTION, as above, at the NEW AUCTION MART, 190, PITTS- STREET, on WEDNESDAY next, 25th July, at 11 a.m.**

TERMS AT SALE.

WEDNESDAY, 25th JULY, at 11 a.m.  
FOR SALE BY AUCTION.

Ex Cambrian Princess, from London.

50 Cases MARBLE MANTELPIECES and FENDERS, Sicilian Arched, with carved bases, and O. G. Shelves Sicilian Arched, with 50 ft Opening and Panels, &amp;c. Sicilian Arched, with carved 10in. Blockings. Moulded Plinths, &amp;c.

XIV MARBLE MANTELS, with Black Marble Columns and Mouldings.

VEDDED MARBLE MANTELS, with Rough Moulding. Marbled Mantle Fronts and Fenders.

Marble Mouths Heads, &amp;c., &amp;c.

To Marble Masons, Builders, Contractors, Gentlemen Building, &amp;c.

**HARRIS and ACKMAN will sell the above BY AUCTION, at the NEW AUCTION MART, 190, PITTS- STREET, on WEDNESDAY next, 25th July, at half-past 2 o'clock in the afternoon.**

TERMS AT SALE.

THE NEW AUCTION MART, 190, PITTS- STREET.

at half-past 2 o'clock in the afternoon.

FOR SALE BY AUCTION.

Ex Cambrian Princess, from London.

100 Cases MARBLE MANTELPIECES and FENDERS, from the Importers to sell by AUCTION, as above.

SHIPMENT OF HIGH ART FURNITURE IN THE NEW AUCTION MART, 190, PITTS- STREET, on FRIDAY, 27th JULY, at 11 a.m.

Catalogues are now in course of preparation, and will be obtainable at the Offices of the Auctioneers.

ON VIEW THURSDAY, 26th JULY.

TERMS AT SALE.

TO-MORROW, WEDNESDAY, JULY 25, at 10 sharp.

**IMPORTANT TO STOREKEEPERS, DRAPERS, CLOTHIERS, BOOT AND SHOE WAREHOUSEMEN, DEALERS AND OTHERS.**

Extensive Assortment

SEASONABLE DRAPERY, CLOTHING, &amp;c.

The Balance of Shipments to Close Accounts.

MERCHANTS BOYS' SUPERIOR READY-MADE CLOTHING, MUSLINS, SHIRTS, MERCERYS, HATS, COATINGS, TROUSERS, SERVINGS.

CALICOES, SHIRTINGS, BLANKETS, RIDES, FLANNELS, MUSLINS, TURKISH TOWELS, QUILTS, TOLLEYS, LADIES' and GENT'L'S SUPERIOR PLAIN and FANCY COTTONS, LINENS, HOUSEHOLD and HALF-MORE TRADE GOODS, MILLINERY, JACKETS, COSTUMES, HABERDASHERIES, UNDERCLOTHING, LACES, GLOVES.

At 12.30 p.m.

STOCK-IN-TRADE of SUPERIOR BOOTS and SHOES, comprising EVERY DESCRIPTION of FORE- and GOLD-EN-ROLLED BOOTS and SHOES, in ladies', gent's, and children's.

THE EXTENSIVE STOCK is NEW, in FIRST-CLASS CONDITION, and REGULAR STOCK.

THE TRADE are RESPECTFULLY INVITED to INSPECT PREVIOUS TO SALE.

The Pictures, Fixtures, and Tools of Trade may be inspected on the Premises, George-street, and the Stock at our Rooms.

TERMS AT SALE.

**JAMES RODD and CO. are instructed to sell by AUCTION, at the NEW AUCTION MART, 190, PITTS- STREET, on SATURDAY, 27th JULY.**

At 10.30 sharp, DRAPERY, CLOTHING, HOSIERY, &amp;c.

Full particulars at sale.

To Builders, Cabinetmakers, and Others. Unserved New Glaziers, Painters, and Glaziers. Glaziers, Glaziers of Green, of size, long lengths. Superior Glass Flooring and Glazing, 10 ft. x 12 ft. all sizes. Good Lot Hardware, Iron and Guttering.

200 Boxes Cotton, Linen, and Bedding.

G. H. O. BALDWIN will sell as well as anyone to highest bidder, without slightest reserve.

THIS DAY, TUESDAY, JULY 24.

To Private Buyers, Furniture Warehouses, Commission Brokers, and Others.

REGULAR WEEKLY UNRESERVED SALE BY AUCTION OF

SUPERIOR COLONIAL-MADE FURNITURE, comprising—

CEDAR and PINE WARDROBES, plate-glass doors and glass and Composition Dressers, &amp;c.

Elegant Cedar and Pine BEDSTEADS,

BEDS, and BEDROOM SUITES.

Massive Cedar SIDEBOARDS, with plate-glass back

Cedar and Pine CHESTS DRAWERS,

Pine and Cedar TOILETS, marble top, tiled back

CHIPPENDALE SAFES, WASHSTANDS

Folding and Roll-top CHIFFONNIERS.

Chests of Drawers, FANCY TABLES,

KITCHEN DRESSERS, TABLES, &amp;c., &amp;c.

ELEGANT DRAWING-ROOM SUITES, covered in silk tapestry leather

MASSIVE WALNUT DINING-ROOM SUITES, upholstered in leather

3 cases splendid OLEOGRAPHS, in Alabamian jet frames

Wove Wire MATTRESS, single and double

CARPET SQUARES, HEARTH RUGS, &amp;c.

MILLS and PILLS have received instructions to sell

the above by auction, at their Rooms, 130, Pitt-street,

THIS DAY, July 24th, at 11 o'clock.

TERMS, cash.

No reserve.

ATTRACTIVE SALE BY AUCTION,

THIS DAY, 24th JULY,

at the

RESIDENCE of Mrs. REEVES,

52, ELIZABETH PLACE, Pitt-street, NEWCASTLE,

of the whole of the

SUPERIOR HOUSEHOLD FURNITURE

and EFFECTS,

consisting of—

GLASS, CHINA, PLATE, CUTLERY and DRAWING ROOM FURNITURE.

BLACK and WHITE DRAWERS, WASHSTANDS and TOILET RETS,

BLACK and WHITE DOUBLE BEDSTEADS,

HALF CABINET HAND SEWING-MACHINE, "Boile", Patent,

BED and TABLE LINEN,

KITCHEN and LAUNDRY UTENSILS, LARGE PATENT MANGAL with 3 Holes, and other Household Effects.

TO FAMILIES FURNISHING.

Newton and Lamb will sell by auction, at their residence, No. 52, Elizabeth-place, top of William-street, Darlinghurst, THIS DAY, 24th JULY, at 11 o'clock.

At the City Mart, at 11 o'clock.

IMPORTANT UNRESERVED DRAPERY SALE, THIS DAY, TUESDAY, JULY 24.

To Private Buyers, Furniture Warehouses, Commission Brokers, and Others.

REGULAR WEEKLY UNRESERVED SALE BY AUCTION OF

SUPERIOR COLONIAL-MADE FURNITURE, comprising—

CEDAR and PINE WARDROBES, plate-glass doors

and glass and Composition Dressers, &amp;c.

Elegant Cedar and Pine BEDSTEADS,

BEDS, and BEDROOM SUITES.

Massive Cedar SIDEBOARDS, with plate-glass back

Cedar and Pine CHESTS DRAWERS,

Pine and Cedar TOILETS, marble top, tiled back

CHIPPENDALE SAFES, WASHSTANDS

Folding and Roll-top CHIFFONNIERS.

Chests of Drawers, FANCY TABLES,

KITCHEN DRESSERS, TABLES, &amp;c., &amp;c.

ELEGANT DRAWING-ROOM SUITES, covered in silk tapestry leather

MASSIVE WALNUT DINING-ROOM SUITES, upholstered in leather

3 cases splendid OLEOGRAPHS, in Alabamian jet frames

Wove Wire MATTRESS, single and double

CARPET SQUARES, HEARTH RUGS, &amp;c.

MILLS and PILLS have received instructions to sell

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TERMS, cash.

No reserve.

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BLACK and WHITE DRAWERS, WASHSTANDS and TOILET RETS,

BLACK and WHITE DOUBLE BEDSTEADS,

HALF CABINET HAND SEWING-MACHINE, "Boile", Patent,

BED and TABLE LINEN,

KITCHEN and LAUNDRY UTENSILS, LARGE PATENT MANGAL with 3 Holes, and other Household Effects.

TO FAMILIES FURNISHING.

Ellett and Alfred will sell by auction, at their Rooms, 111, Pitt-street, THIS DAY, TUESDAY, JULY 24.

At the City Mart, at 11 o'clock.

TERMS, cash.

No reserve.

ATTRACTIVE SALE BY AUCTION,

THIS DAY, 24th JULY,

at



## Funerals

**THE FRIENDS OF DAVID SCOTT** are respectfully invited to attend the Funeral of their late brother, David Scott, at the Wesley Chapel, Pitt-street, on Saturday, the 28th instant, at 1 p.m. Interment at the Rockwood Cemetery, Sydney.

**THE FRIENDS** of the deceased, Mrs. ANN WEGGIE, are respectfully invited to attend her Funeral; to move from her late residence, No. 103, Princes-street, THIS DAY, Tuesday, at quarter past 2 o'clock, to the office of **BOOTS AND GOMMERSON**, Undertakers, 168, King-street, Newtown.

**THE FRIENDS** of **WILLIAM HENRY**, and **SARAH WALLER** are respectfully invited to attend the Funeral of their late beloved MOTHER Matilda; to move from her late residence, 270, Victoria-street, Darlinghurst, THIS DAY, Tuesday, at quarter past 2 o'clock, to the office of **CO. C. CEMETERY**, Necropolis, J. and G. SHIING, and CO., Undertakers, 108, George-street West (only).

**THE FRIENDS** of **Mrs. MATHILDA WALLER** are respectfully invited to attend her Funeral; to move from her late residence, 270, Victoria-street, Darlinghurst, THIS DAY, Tuesday, at quarter past 2 o'clock, to the office of **CO. C. CEMETERY**, Necropolis, J. and G. SHIING, and CO., Undertakers, 108, George-street West (only).

**THE FRIENDS** of **WILLIAM STONEMAN** are respectfully invited to attend his Funeral; to move from his late residence, No. 82, Garden-street, Alexandria, C. E. Cemetery, Necropolis, J. and G. SHIING, and CO., Undertakers, 108, George-street West (only).

**THE FRIENDS** of **Mrs. MARY STONEMAN** are respectfully invited to attend the Funeral of her late husband, H. STONEMAN, at the 10th floor of the Hotel Alexandra, THIS DAY, Tuesday, at quarter past 2 o'clock, to the C. E. Cemetery, Necropolis, J. and G. SHIING, and CO., Undertakers, 108, George-street West (only).

**THE FRIENDS** of **WILLIAM** and **MAGGIE BAITER** are respectfully requested to attend the Funeral of their beloved SON, Harold Felix; to move from their residence, Windsor-road, Petersham to Sunbury Station, thence to the C. E. Cemetery, Necropolis, J. and G. SHIING, and CO., Undertakers, 108, George-street West (only).

**THE FRIENDS** of **Mr. P. EARLY** are respectfully invited to attend the Funeral of his beloved SON, Patrick; to move from his father's residence, Macleay-street, Balmain, Sydney, at half past 2 o'clock, for C. E. Cemetery, Balmain, F. DUNKE.

**THE FRIENDS** of **Mr. EDWARD REILLY**, of Tompkins, near Parramatta, are respectfully invited to attend the Funeral of their beloved SON, James Francis; to move from his late residence, 10, Belgrave-street, Paddington, at half past 2 o'clock, for the Waterloo Cemetery, Mrs. P. KIRBY, Undertaker, Hunter-street, Sydney; and 12, Enmore-nd, Newtown.

**THE FRIENDS** of the late **Mr. JAMES MORGAN** are respectfully invited to attend his Funeral, at 10, Belgrave-street, Paddington, at quarter to 3 o'clock, to the Catholic Cemetery, Waverley. T. DIXON, Undertaker, 25, Oxford-street.

**THE FRIENDS** of **Mr. ROBERT FARRELL** are respectfully invited to attend the Funeral of his beloved SON, Edward, at 10, Belgrave-street, Paddington, at half past 2 o'clock, to the Catholic Cemetery, Waverley. T. DIXON, Undertaker, 25, Oxford-street.

**THE FRIENDS** of **Mr. ROBERT FARRELL** are respectfully invited to attend the Funeral of his beloved SON, Edward, at 10, Belgrave-street, Paddington, at half past 2 o'clock, to the Catholic Cemetery, Waverley. T. DIXON, Undertaker, 25, Oxford-street.

**THE FRIENDS** of **Mr. W. L. LEEDER** are respectfully invited to attend the Funeral of his late beloved SON, Harold; to move from his residence, Liverpool, at 3 o'clock, THIS DAY.

**Tenders.**

**BOROUGH OF BALMAIN.**

CONSTRUCTION OF TRAMWAY.

The Municipal Council of the Borough of Balmain is prepared to receive Tenders for Constructing, Maintaining and Running a Tramway from high-water mark at the eastern end of Darling-street to the terminus of the line at the boundary of the Borough of Balmain and Leichhardt, a distance of a little over two miles.

Particulars of conditions and stipulations can be seen at the Town-hall, Darlinghurst, Balmain, and the date of opening of Tenders will be received on or before **TUESDAY**, the 25th JULY NEXT, addressed to the Mayor, Town-hall, Balmain, and stating "Tender for Tramway."

The council is not bound to accept any tender.

H. B. MINTOSH, Council Clerk.

Town-hall, Balmain,

June 27, 1888.

**BRICK CARTERS.**—Wanted, Tenders for Carting Bricks, Lithgow Valley Colliery Co., Limited, 92, Pitt-street.

**CARPENTERS.**—Tenders wanted for Job at Carpenter's Bench, etc., etc.

**MUNICIPALITY** OF ROCKDALE.

Tenders are received up to 6 p.m. **THURSDAY**, August 2, for the following work:

(1) BEAST-CARTE.—Forming and bolting, from Rock-point road to West Bayonet-street (41 chains 23 links).

(2) RAILWAY-CARTE.—Forming and bolting from Kimpson-street to a point near Hay-street (about 30 chains).

Specifications and plans can be inspected—No. 1 with Mr. Tatler, overseer for Rockdale Ward, No. 2 with Mr. Tuckwell, overseer for Arncliffe Ward.

Tenders to be marked outside with name of street, and addressed thus—Council Clerk, Arncliffe.

THOS. LEEDER, Council Clerk.

Town-hall, Arncliffe.

June 27, 1888.

**PLUMBERS.**—Tenders invited for Plumbing and Gasfitting. Apply on job, Ashton station, South side, Town Clerk's Office, Sydney, 23rd July, 1888.

**T O C O N T A C T O B S.**

WOOD-PAVING CASTLERAUGH-STREET.

Tenders will be received at this office until 10 o'clock on TUESDAY, the 24th instant, for Supply of 500 Tons of Wood-paving stones, from Hunter-street to Liverpool-street, Castlereagh-street, and specification may be seen at the Office of the City Surveyor.

HENRY J. DANIELS, Town Clerk.

Town-hall, Hurstville, 15th July, 1888.

**TENDERS** are hereby invited for the Erection and Completion of large Block-houses and Tiled streets, Newcastle-on-Mersey, Gillies and Co., Contractors.

Plans and specifications may be had on application at the offices of the undersigned, where sealed tenders must be delivered not later than 3 p.m. on **THURSDAY**, July 26.

FREDK. B. MENKES, Architect, Hunter-street, Newcastle.

Tenders are invited for Alterations to Clarville, Stannage, also Erection of Stables, &c.

Plans, specifications, and all particulars may be obtained at the office of the undersigned, where sealed tenders are to be delivered on or before noon, the 28th instant.

R. CLARENCE BACKHOUSE, Architect.

15th July, 1888.

**TENDERS** will be received up to 11 a.m. on **MONDAY**, July 30, for the Purchase of Tarpaving Business carried on by the undersigned at the City Fawcett Works, Copper-street, Liverpool.

Satisfactory reason given for selling.

GEO. LEEDER, Council Clerk.

Town-hall, Hurstville, 15th July, 1888.

**TENDERS** are hereby invited for the Erection and Completion of large Block-houses and Tiled streets, Newcastle-on-Mersey, Gillies and Co., Contractors.

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Satisfactory reason given for selling.

GEO. LEEDER, Council Clerk.

Town-hall, Hurstville, 15th July, 1888.

**TENDERS** are invited for Painting, Fencing, and Sundries to be supplied to the Royal Naval Dockyard, Woolwich, Kent.

Tenders close on **FRIDAY**, the 27th July.

Specimens may be seen at the offices of the Architect.

Architects and Consulting Engineers.

15th July, 1888.

**TENDERS** are invited for Wire-work of every description given at Eastway's Workrooms, 411, George-street. Wire-work of all the latest styles made for protecting windows, Call and inspect samples. Fancy wire-work for nets and quickly made.

EASTWAY'S WORKROOMS, 411, George-street.

**TO BUILDERS.**—Tenders are invited for the erection of a Villa THURSDAY, 2nd August for the sum of £1,000.

Plans and specifications, and full particulars at our offices.

Architects, MORELL and KEMP.

Architects and Consulting Engineers.

15th Pitt-street.

**TENDERS** are invited for Wire-work of every description given at Eastway's Workrooms, 411, George-street. Wire-work of all the latest styles made for protecting windows, Call and inspect samples. Fancy wire-work for nets and quickly made.

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15th Pitt-street.

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Architects and Consulting Engineers.

15th Pitt-street.

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Architects and Consulting Engineers.

15th Pitt-street.

**TENDERS** are invited for Painting, Fencing, and Sundries to be supplied to the Royal Naval Dockyard, Woolwich, Kent.

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Architects and Consulting Engineers.

15th Pitt-street.

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Architects and Consulting Engineers.

15th Pitt-street.

**TENDERS** are invited for Painting, Fencing, and Sundries to be supplied to the Royal Naval Dockyard, Woolwich, Kent.

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Architects and Consulting Engineers.

15th Pitt-street.

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Architects, MORELL and KEMP.

Architects and Consulting Engineers.

15th Pitt-street.

**TENDERS** are invited for Painting, Fencing, and Sundries to be supplied to the Royal Naval Dockyard, Woolwich, Kent.

Tenders close on **FRIDAY**, the 27th July.